

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Maryland & Pennsylvania Railroad Bridge Abutments Inventory Number: HA-29  
Address: At Deer Creek on east side of MD 24 (Rocks Road) in Rocks State Park Historic district: ☐ yes ☒ no  
City: Jarrettsville Zip Code: 21084 County: Harford  
USGS Quadrangle(s): Fawn Grove  
Property Owner: Maryland Department of Natural Resources Tax Account ID Number: N/A  
Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
Project: MD 24 at Rocks State Park Agency: MD State Highway Administration  
Agency Prepared By: Parsons Brinckerhoff  
Preparer's Name: Rebecca Crew Date Prepared: 4/28/2009  
Documentation is presented in: MIHP Form HA-29, on file at Maryland Historical Trust  
Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Description**

The Maryland & Pennsylvania Railroad Bridge Abutments are stone abutments along the banks of Deer Creek within Rocks State Park in Harford County, Maryland. The east bridge abutment is ashlar and built up and stands approximately 20 feet above the stream bed. The west abutment is a stone retaining wall built into the river bank above Deer Creek and below MD 24 (Rocks Road). Some stones have become loose from the bank and fallen into Deer Creek. No other features of the bridge are extant. The rails of the railroad have been removed, and vegetation has overtaken the right-of-way.

**Historic Context**

The Maryland Central Railway, chartered in 1867, began laying tracks to connect Baltimore to the Pennsylvania town of Delta in 1881. In December 1883, the Maryland Central Railway completed the difficult gap between Bel Air, Maryland, and Delta, Pennsylvania, with the last rails being laid near Rocks, where the railway had to cover a steep grade. The last section was also scenic, and with the completion of the railway, the Rocks of Deer Creek became a possible day-trip excursion destination for

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: INFORMATIONAL PURPOSES ONLY.

NO DETERMINATION OF ELIGIBILITY HAS BEEN MADE.

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

Baltimoreans and farmers who lived along the path of the Maryland Central Railway. The Maryland Central Railway operated two trains daily between Baltimore and Delta, beginning on January 21, 1884. In the last years of the nineteenth century, this railroad was known as the Baltimore and Lehigh Railway. The Maryland & Pennsylvania Railroad formed in 1901, merging the Baltimore & Lehigh Railway and York Southern Railroad. The trains of the Maryland and Pennsylvania Railroad, affectionately known as the Ma & Pa, connected Baltimore and York and transported mail, slate, marble, coal, manufactured goods, and agricultural products. The circuitous route was more than 75 miles long, although the two cities were just 45 miles apart. While the train was faster than the horse transportation that preceded it, it was soon out-paced by the automobile and became obsolete. Passenger service continued until 1954, and freight service continued until 1958. By this time, the area surrounding the abutments had become Rocks State Park. The rails were removed soon after service ended.

#### Significance Evaluation

The Maryland & Pennsylvania Railroad has been determined eligible for listing in the National Register of Historic Places (NRHP) in Pennsylvania. However, it is beyond the scope of this assessment of the abutments to make a determination of eligibility for the railroad within Maryland. Therefore, this assessment will evaluate the abutments only.

The abutments are not eligible under Criterion A, as the abutments do not convey the potential significance that the railroad may have. The Maryland & Pennsylvania Railroad was more than 75 miles long, connecting Baltimore and York through a circuitous route. Although the Maryland & Pennsylvania Railroad played a role in connecting the two states, as well as many small and larger towns within each state, the abutments as a sole entity are not a critical component of this potential significance. The Maryland & Pennsylvania Railroad Bridge Abutments do not represent the character-defining features of the Maryland & Pennsylvania Railroad. In Maryland, other abutments exist at York Road in Towson (MIHP # BA-1542), in Pylesville (MIHP# HA-1891), and at least one station remains in Baltimore City on Lake Avenue.

The Maryland & Pennsylvania Railroad Bridge Abutments are not eligible for the NRHP under Criterion B, as historic research indicates that the resource has no known direct association with past or present significant persons who have made specific contributions to society within a regional or national context. Those persons who may be significant for their role in developing the railroad are not best represented by the abutments.

The Maryland & Pennsylvania Railroad Bridge Abutments are not eligible for the NRHP under Criterion C because they do not embody the distinctive characteristics of a type, period, or method of construction, or the work of a master. A History of the Maryland & Pennsylvania Railroad contains an image of the bridge as it functioned as a railroad crossing. It appears to be a Pratt truss. According to A Context for Common Historic Bridge Types, character-defining features of Pratt truss bridges include the truss form, method of connection, top and bottom chords, vertical and diagonal members, floor beams, and stringers. None of these features are extant at this site. If the abutments retained the character-defining features of a Pratt truss bridge, the resource might be eligible as a bridge.

The Maryland & Pennsylvania Railroad Bridge Abutments were not evaluated for NRHP eligibility for listing under Criterion D as part of this assessment.

#### Endnotes

1. George Hilton, The MA & PA: A History of the Maryland & Pennsylvania Railroad (Baltimore: Johns Hopkins University Press, 1999), 23.
2. Ibid.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

## Works Cited

Hilton, George. The MA & PA: A History of the Maryland & Pennsylvania Railroad. Baltimore: Johns Hopkins University Press, 1999.

Parsons-Brinckerhoff and Engineering and Industrial Heritage. A Context for Common Historic Bridge Types NCHRP Project 25-25, Task 15. Prepared for The National Cooperative Highway Research Program, October 2005.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

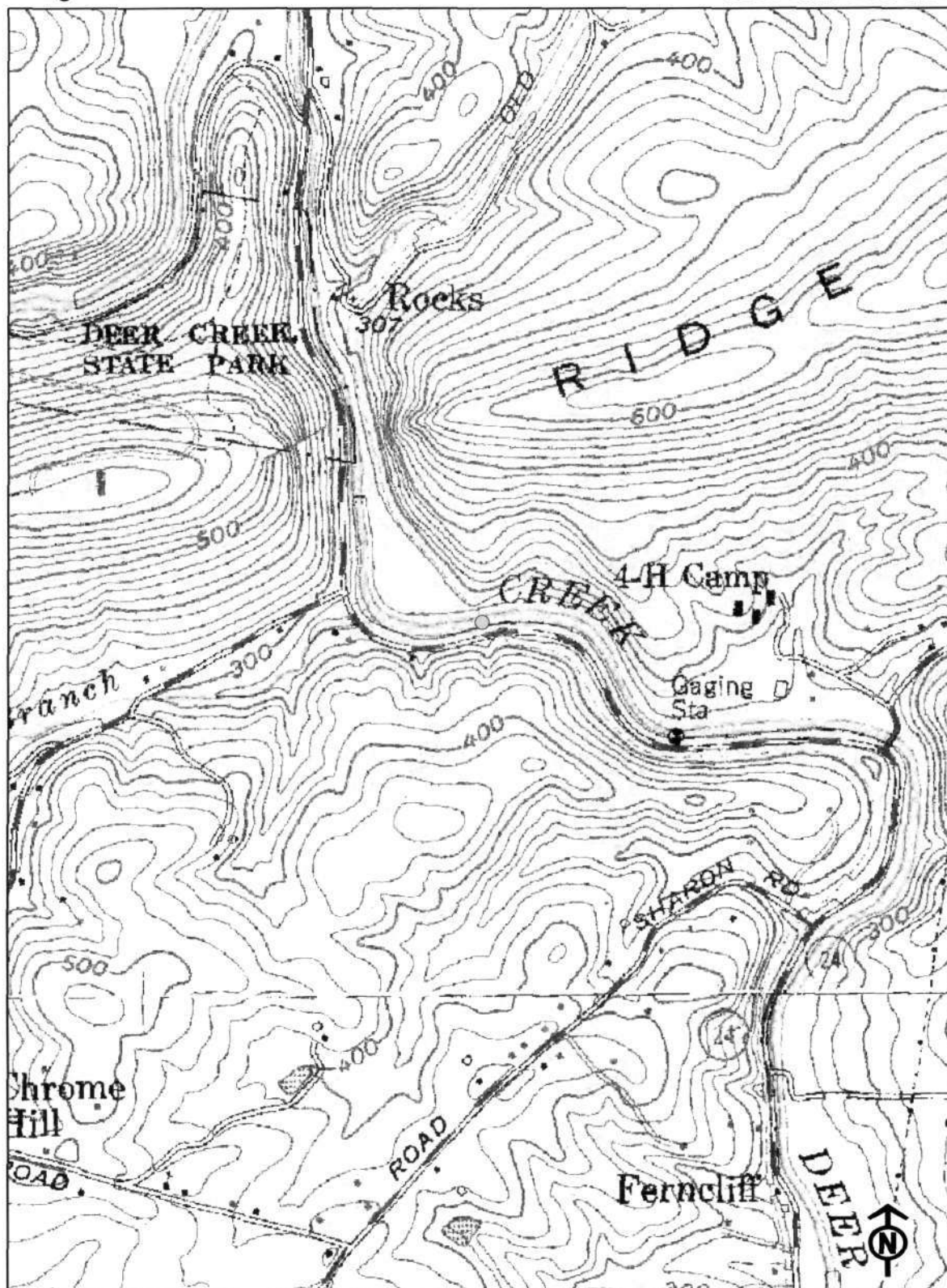
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Maryland & Pennsylvania Railroad  
Bridge Abutments HA-29

Maryland & Pennsylvania Railroad  
Bridge Abutments HA-29  
Banks of Deer Creek, Harford County, MD  
USGS Fawn Grove Quad



○ Property

0 500 1,000 Feet 1:12,000



HA - 29

Maryland & Pennsylvania Railroad Bridge  
Abutments

Hanford Co, MD

R. Crew

5/4/09

MD SHPO

View facing northeast towards east  
abutment

# 1 of 2





HA-29

Maryland & Pennsylvania Railroad  
Bridge Abutments

Harford Co, MD

R. Crew

5/4/09

MD SHPO

View facing north towards  
west abutment

# 2 of 2



MD. HISTORICAL TRUST  
BOX 1704  
ANNAPOLIS, MD. 21404

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	
COUNTY:	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

**1. NAME**

COMMON: Maryland and Pennsylvania Railroad Site

AND/OR HISTORIC: "Ha & Pa"

**2. LOCATION**

STREET AND NUMBER: Stone bridge abutment at Deer Creek about 0.4 mi

CITY OR TOWN: Between Forest Hill and Pylesville west of Cherry Hill Road

STATE: Maryland CODE: COUNTY: Harford CODE:

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input type="checkbox"/> Building <input type="checkbox"/>	Public <input type="checkbox"/> Public Acquisition: <input type="checkbox"/>	Occupied <input type="checkbox"/>	Yes: <input type="checkbox"/>
Site <input type="checkbox"/> <u>Structure</u> <input checked="" type="checkbox"/>	<u>Private</u> <input checked="" type="checkbox"/> In Process <input type="checkbox"/>	Unoccupied <input type="checkbox"/>	Restricted <input type="checkbox"/>
Object <input type="checkbox"/>	Both <input type="checkbox"/> Being Considered <input type="checkbox"/>	Preservation work in progress <input type="checkbox"/>	<u>Unrestricted</u> <input checked="" type="checkbox"/>
No: <input type="checkbox"/>			

PRESENT USE (Check One or More as Appropriate)

Agricultural <input type="checkbox"/>	Government <input type="checkbox"/>	Park <input type="checkbox"/>	Transportation <input type="checkbox"/>	Comments <input type="checkbox"/>
Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Private Residence <input type="checkbox"/>	Other (Specify) <input type="checkbox"/>	
Educational <input type="checkbox"/>	Military <input type="checkbox"/>	Religious <input type="checkbox"/>		
Entertainment <input type="checkbox"/>	Museum <input type="checkbox"/>	Scientific <input type="checkbox"/>		

**4. OWNER OF PROPERTY**

OWNERS NAME: Maryland and Pennsylvania Railroad Company

STREET AND NUMBER: 490 E. Market Street

CITY OR TOWN: York STATE: Pa CODE:

**5. LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC.: CLERK OF THE CIRCUIT COURT

STREET AND NUMBER: HARFORD COUNTY COURTHOUSE 40 S. MAIN ST.

CITY OR TOWN: BEL AIR STATE: MARYLAND CODE:

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

**6. REPRESENTATION IN EXISTING SURVEYS**

TITLE OF SURVEY:

DATE OF SURVEY: Federal ☐ State ☐ County ☐ Local ☐

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

STATE:

COUNTY:

ENTRY NUMBER

DATE

FOR NPS USE ONLY

SEE INSTRUCTIONS

## 7. DESCRIPTION

CONDITION	(Check One)				
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input checked="" type="checkbox"/>
INTEGRITY	(Check One)		(Check One)		
	Altered <input type="checkbox"/>	Unaltered <input type="checkbox"/>	Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Bridge abutment for dis mantled bridge  
 on Rte 24 and Deer Creek of the  
 Maryland and Pennsylvania Railroad.  
 This right-of-way followed a very circuitous  
 route, from farm to farm, literally, between  
 Baltimore, Fallston, Bel Air, Rocks and York, Pa.

SEE INSTRUCTIONS

## 8. SIGNIFICANCE

## PERIOD (Check One or More as Appropriate)

Pre-Columbian ☐16th Century ☐18th Century ☐20th Century ☐15th Century ☐17th Century ☐19th Century ☒

## SPECIFIC DATE(S) (If Applicable and Known)

## AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal ☐Education ☐Political ☐Urban Planning ☐Prehistoric ☐Engineering ☐

Religion/Phi-

Other (Specify) ☐Historic ☐Industry ☐losophy ☐Agriculture ☒Invention ☐Science ☐Art ☐Landscape ☐Sculpture ☐Commerce ☒Architecture ☐

Social/Human-

Communications ☐Literature ☐itarian ☐Conservation ☐Military ☐Theater ☐Music ☐Transportation ☒

## STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

Part of the transportation system that increased the wealth of dairy farmers particularly ~~increased~~ by reaching urban markets and by providing manufactured goods to local stores along the way.

Built in 1881 - 1884, it was successful as a freight line until outpaced by trucking in the 1930's and 40's, though it thrived again during World War II when autos and trucks were curtailed. Increasing financial losses closed it in 1954.

The right of way is excellent potential for recreation. (If automobiles are heavily taxed as pollutants this roadbed might be built up again, with new towns planned along the right of way.)

SEE INSTRUCTIONS

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

Wright, C. Nutter; Our Harford Heritage pp 130-135  
 Harford County Directory p. 247

## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds		
NW	0	'	"	0	'	"	0	'	"
NE	0	'	"	0	'	"	0	'	"
SE	0	'	"	0	'	"	0	'	"
SW	0	'	"	0	'	"	0	'	"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

## 11. FORM PREPARED BY

NAME AND TITLE: <b>JEAN S. EWING</b>		
ORGANIZATION <b>MARYLAND HISTORICAL TRUST</b>	DATE	
STREET AND NUMBER: <b>50 STATE CIRCLE</b>		
CITY OR TOWN: <b>ANNAPOLIS</b>	STATE <b>MARYLAND</b>	CODE

## 12. STATE LIAISON OFFICER CERTIFICATION

## NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
 Chief, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS

Additional views of The Maryland and Pennsylvania Railroad Line Right of Way are given where ~~it~~ crosses Laurel Brook Road near Little Gunpowder Falls.

Recreational use, for walking, ~~the right~~ riding and bicycling ~~are~~ is evident. A fine level path should be developed while there is legal integrity to the right of way, in fringement being started in some areas since the railroad tracks were taken up soon after abandonment of use in.

The obvious use of this place for trash dump, especially of heavy "hard" appliances and machinery, will continue as long as residents have to pay to use county or other public dumps, especially where automobiles and trucks can bring trash in, as in slide A - contrasted to slide B.\*

\* We will try to replace with color later in the year

MARYLAND HISTORICAL TRUST

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Maryland & Pennsylvania Railroad Bridge Abutments

AND/OR COMMON

at Deer Creek

**2 LOCATION**

STREET & NUMBER

Over Deer Creek, south of

CITY, TOWN

Rocks

CONGRESSIONAL DISTRICT

☒ VICINITY OF

STATE

Maryland

COUNTY

Harford

**3 CLASSIFICATION**

**CATEGORY**

- ☐ DISTRICT
- ☐ BUILDING(S)
- ☐ STRUCTURE
- ☐ SITE
- ☐ OBJECT

**OWNERSHIP**

- ☐ PUBLIC
- ☐ PRIVATE
- ☐ BOTH

**PUBLIC ACQUISITION**

- ☐ IN PROCESS
- ☐ BEING CONSIDERED

**STATUS**

- ☐ OCCUPIED
- ☐ UNOCCUPIED
- ☐ WORK IN PROGRESS
- ☐ ACCESSIBLE
- ☐ YES: RESTRICTED
- ☐ YES: UNRESTRICTED
- ☐ NO

**PRESENT USE**

- ☐ AGRICULTURE
- ☐ MUSEUM
- ☐ COMMERCIAL
- ☐ PARK
- ☐ EDUCATIONAL
- ☐ PRIVATE RESIDENCE
- ☐ ENTERTAINMENT
- ☐ RELIGIOUS
- ☐ GOVERNMENT
- ☐ SCIENTIFIC
- ☐ INDUSTRIAL
- ☐ TRANSPORTATION
- ☐ MILITARY
- ☐ OTHER:

**4 OWNER OF PROPERTY**

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

☐ VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# **7 DESCRIPTION**

## **CONDITION**

☐ EXCELLENT  
☐ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## **CHECK ONE**

☐ UNALTERED  
☐ ALTERED

## **CHECK ONE**

☐ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Ashlar abutments presumably for an iron tressle which once carried the railroad across Deer Creek at Rocks, Maryland,

CONTINUE ON SEPARATE SHEET IF NECESSARY



PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Maryland and Pennsylvania Railroad once traversed the land which now constitutes Rocks State Park. This abutment is a rare physical remnant of that once important transportation system. Virtually all that is left of the old right-of-way is the graded mound and a few scattered ties.

## Recommendations:

The minimal maintenance required for the continued stable existence of the abutment should be ensured. If the DNR should undertake an archaeological survey in this region, the MD and PA right of way should be carefully investigated, along with the portions located in the Gunpowder State Park.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak

ORGANIZATION

Maryland Historical Trust

DATE

STREET &amp; NUMBER

TELEPHONE

CITY OR TOWN

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438





HA-29

Maryland & Pennsylvania Railroad Bridge  
Abutments



HA-29

Nov 69 JSE

Maryland & Pennsylvania BR Site





HA. 29

for new  
388

Maryland & Pennsylvania B.R. Site



HA 29

223

Feb 71

882

Maryland and Pennsylvania  
Railroad Right of Way



HA 29

3234

Feb 71

Maryland and Pennsylvania  
Railroad Rpt of Way

JSR